

## JEROME TAKES UP THAW CASE

## NEW GRAND JURY TO CONSIDER IT—MAY INDICT ANOTHER.

Wife of the Man Who Shot Stanford White to Be Examined Again—Murdered Man's Brother in Town—Thaw's Quiet Day in the Tombs—Sees No Visitor.

District Attorney Jerome got home yesterday from his fishing trip at Cape Breton and lost no time in informing himself about the case of Harry Thaw, who is in the Tombs awaiting trial for the murder of Stanford White on the roof of the Madison Square Garden. Mr. Jerome stayed but a short time at his Rutgers street home. He said that he would not return until a late hour of the night. He did not disclose the names of the persons he intended to confer with. Before going uptown he said:

"At present I know nothing more about the White murder than what I read in the newspapers. I have not as yet had time to inform myself about the matter. All that I can say is that there is no good reason apparent why Harry Thaw's trial should be advanced out of the regular course. There are now nineteen persons in the Tombs besides him awaiting trial for homicide, and these cases would naturally come up before Thaw is brought before the bar. It is not at all likely that his trial will begin before October."

There will be a conference to-day at the District Attorney's office between Mr. Jerome and the assistants who have taken an active part in the Thaw case. Mr. Jerome said that the case will be taken before the new Grand Jury which will organize to-day. The John Doe proceedings will be continued, he said, with a view to finding out just what were the relations between White and Thaw before and after their marriage. These proceedings were begun before the June Grand Jury and their continuation before the new jury is looked upon as significant in view of the fact that his known murderer has already been indicted. It is thought possible that some one else may be indicted. The Court of Appeals has decided:

"To constitute one a principal in the felony he must be present at the commission of it. But he need not be so near as to be an eye and ear witness of the criminal act. His presence may be constructive, and that constructive presence is made out when it is shown that he acted with another in the pursuance of a common design. A waiting and a watching at a convenient distance is enough."

Mrs. Thaw may be called before the Grand Jury again. Another witness who will be examined is Private Detective Beroff, who said he was hired by White to find out who was trailing him. He also declared that White was followed right up to the day of his death by detectives hired by Harry Thaw. May McKenzie, a close friend of Mrs. Thaw, will also be examined before the Grand Jury. She describes herself as a "journalist." It was to her home that Mrs. Thaw went after the shooting on the roof garden. A number of other witnesses who have not heretofore appeared in the case will be called, but Assistant District Attorney Garvan refused yesterday to reveal their names.

Thaw spent a quiet day in the Tombs yesterday after a sound night's sleep. He did not have a single visitor all day. He expected a visit from his wife, but she sent a telegram in the afternoon saying that she could not come because it had been impossible for her to get the necessary permission from Correction Commissioner Lantry to visit the prison on Sunday. Thaw seemed disappointed at the message.

Thaw was up early, and after his usual breakfast of eggs, fruit and coffee he pulled out a big cigar and began to smoke like a steam engine. He had his pocket full of fine cigars, which he bought the day before, having been informed that he would not be allowed to purchase tobacco on Sunday. The young man exercised in the corridor in the morning and in the afternoon, and last night he told the warden that he was feeling fine. A prison keeper offered him a lucky rabbit's foot which, it is said, was carried by Roland B. Molinoux, Mrs. Fleming, Nan Peterson and Berthe Claiche. Thaw declined the gift, declaring that there was nothing in it.

"I need no lucky charm," said he. Richard Mansfield White, brother of the murdered man, arrived in this city from the West yesterday. He is a rich mine owner, and was quoted as saying on the journey here from the Pacific Coast that the White family stood ready to do all in their power to see that justice was done to his brother. Mr. White went to the residence of his dead brother in Gramercy Park and declined to be seen by reporters.

It was at first denied at the house that Mr. White was there. The butler said that he had not arrived and that it was not known when he would reach New York. A telephone message to Lawrence White, son of the murdered man, finally brought the information that his uncle was in the house but that no one could see him.

"Acting under the instruction of our counsel, Allen W. Evans, no member of this family will talk about the case," said he.

Mr. Evans was found at his club last night and he admitted that he had instructed the White family not to talk. He would not say a word himself about the murder.

"I have no statement to make about the matter at this time," said he. Mrs. Thaw was in her apartments in the Lorraine, at Forty-fifth street and Fifth avenue, all day yesterday. Her mother, who is announced, was to come on from Pittsburgh and take her place by the girl's side, did not appear at the hotel. William M. K. Olcott, Thaw's counsel, who had announced that he was going out of town over Sunday, changed his mind and remained in the city. The White murder has aroused the interest of the theatrical world as it never was aroused before. It is the talk wherever actors and show folks in general meet, and it is said that several managers are making preparations to put it on the stage. At least one play based on the murder is likely to be produced in a very short time. The Salvation Army, too, is using the crime as a basis of sermons on the wickedness of life in the Tenderloin. A captain who led a meeting in the open air yesterday at Broadway and Sixteenth street drew a large crowd by preaching on the White case, the subject of his remarks being, "The Pitfalls of a Great City."

## MRS. THAW TO BE A MOTHER?

## Pittsburg Friends Say That a Child Is Expected in a Few Months.

Pittsburg, July 1.—That Mrs. Harry Kendall Thaw is shortly to become a mother and that it was the persecution of Stanford White while she was in this condition that impelled Harry Thaw to murder him is one story which is being talked of in Pittsburg to-day. It is said Mrs. Thaw expects an heir in about four months.

Thaw's friends here say that he had materially altered his course of life lately. Just a week or two before his mother sailed for Europe there was a garden party at Lyndhurst for the inmates of the Home for Incurable Cripples, which is supported by Mrs. Thaw through the Third Presbyterian Church. There are eighteen children there, all helpless cripples. Harry Thaw and his wife helped entertain the little ones.

Lyndhurst, the Thaw home, will, it is said, be turned over to the Third Presbyterian Church to be rebuilt as a maternity hospital and will never be used by the family again.

## GIVES BEVERIDGE CREDIT.

## President Says That to His Efforts Is Due the Passage of Meat Inspection Bill.

WASHINGTON, July 1.—Senator Albert J. Beveridge of Indiana has received a letter from President Roosevelt giving Mr. Beveridge full credit for starting the agitation which resulted in the enactment of the rigid meat inspection law. The letter was written at the White House yesterday. It follows:

MY DEAR SENATOR BEVERIDGE: I send you herewith the pen with which I signed the Agricultural bill containing the meat inspection clauses. You were the man who first called my attention to the abuses in the packing houses. You were the legislator who drafted the bill, which in its substance now appears in the amendment to the Agricultural bill, and which will enable us to put a complete stop to the wrongdoing complained of. The pen is worth nothing in itself, but I am glad to send it to you as the expression of my acknowledgment of your services.

With all good wishes believe me, faithfully yours, THEODORE ROOSEVELT.

## BURNED BESIDE FATHER'S BODY.

## Frank Lindstrom's Fatal Attempt to Rescue Him From Flames.

Eighteen-year-old Frank Lindstrom of 262 Nassau avenue, Greenpoint, was burned to death early yesterday morning. His father, John Lindstrom, died on Friday of cancer of the stomach. The coffin was placed in the front room near an open window. The undertaker placed draperies over it at \$200 on the wall beside the cabinet. On Saturday night there was a wake. Shortly after 3 o'clock yesterday morning, while about twenty relatives and friends of the family were in the room where the body was, a window curtain caught fire from a gas jet and almost immediately the flames spread to the draperies. The smoke drove the people out and soon the entire room was blazing. The excitement among the other flat dwellers was so great that many ran to the street clad only in their night garments, and several in their anxiety to get out fell down stairs.

Before the arrival of the firemen Frank Lindstrom, who had become very much excited over the fear that his father's body would be consumed, rushed back into the house without being observed. He was not missed for half an hour, and then his mother began to make inquiries for him. The fire of the house, including the Lindstrom apartments, had been burned out. Even the coffin and the body had been reduced almost to ashes.

When the firemen were able to enter the Lindstrom apartments they found the burned body of Frank lying on the floor beside the coffin. His mother and brother were searching for him in the street when they learned of his death. Both bodies were buried yesterday afternoon.

## PRESIDENT SAVES A BLACK CAT.

## It Crossed His Path Pursued by Two Savage Dogs.

WASHINGTON, July 1.—There is an old colored woman living in Fifteenth street who has a kitten which she prizes above all her other possessions. It was given to her by President Roosevelt with the request that she care for it and protect it from harm. The President was walking up Fifteenth street several days ago and near the corner of L street a small black kitten in a very much of a hurry crossed his path. The kitten was closely pursued by two savage dogs.

The President was carrying an umbrella and with it he interrupted the chase and belabored the wicked canines. His interference gave the kitten an opportunity to take refuge at the top of a tree box, where it sat and meowed piteously, while its protector frightened away its natural enemies. When he had assured the President's recovery, took the kitten in his hands and carried it for half a block, inquiring of several persons who had been attracted by the incident as to its ownership. No one claimed the cat, and evidently fearing that there might be some Kilkenny performance in the back yard of the White House if he took the strange kitten home to Slippery, the six toed pet of his children, he handed it over to the old colored woman and asked her to care for it.

"Don't let those dogs get after her, auntie," admonished the President. "Deed I won't, Marree Roosevelt," replied the old woman.

## NEARLY DROWNED HIS RESCUER.

## Young Women Help in Getting Two Exhausted Men Into Yawl.

A party of four young men and four young women went swimming off the auxiliary yawl Surprise near City Island yesterday afternoon. Harry Mortimer of 317 West Twenty-eighth street, one of the number, was taken with a cramp and called for help. Daniel Brown of 437 Tenth street, West New York, went to aid him. Mortimer called out to Brown that he was sinking and that he was being pulled under. The other six persons pulled out Brown and Mortimer after they had sunk a second time, forming a sort of life line. The young women helped by holding on to the young men as they dragged the drowning pair into the yawl.

They made all speed over to City Island and called an ambulance from Fordham Hospital, getting a local doctor meanwhile. Brown was able to go back with the party, but Mortimer had to be taken to the hospital. It is expected that he will recover.

## PANIC ON DISABLED PERSEUS.

## FERRYBOAT BERGEN HIT THE CONEY ISLAND STEAMER.

1,000 Passengers Were on the Injured Boat When Collision Took Place Off 22d Street Pier—Wild Rush for Life Preservers—Women Tried to Go Overboard.

There was a bad scare on board a Coney Island steamboat yesterday afternoon when a Lackawanna railroad ferryboat crashed into it at the foot of West Twenty-second street, North River. Only through the efforts of the captain and the crew were some of the women restrained from jumping into the water from the upper decks.

The iron steamboat Perseus left the foot of West 120th street at 12:30 P. M. It was due at the dock at the foot of West Twenty-second street at 1:15 P. M. The boat carried fully 1,000 people down from 120th street and there were almost an equal number waiting for it on the pier at West Twenty-second street. The Perseus runs down to Coney Island after it makes another stop at the Battery. Persons holding tickets for Rockaway Beach also board the Perseus at West Twenty-second street and change at the Battery for the Rockaway Beach boat. A great many women and children were in the crowd at West Twenty-second street.

About 1:10 the Perseus was sighted coming down the river with flags flying. Immediately the crowd on the dock began to buzz and surge forward. At the same time the ferryboat Bergen of the Lackawanna railroad was coming up the river to the ferry slip at West Twenty-third street. She had left Hoboken about 1 o'clock. When the Perseus and Bergen drew near each other the pilot on each boat began sounding his whistle, but neither boat slackened speed.

Finally the pilot of the Coney Island boat tried to alter his course to escape a collision but he was unsuccessful. With a loud crash the Bergen struck the paddle box of the Perseus and smashed box and paddle-wheel to kindling wood.

The boat listed badly to the other side, and immediately a panic set in. Life preservers were torn down from the ceiling, and men, women, and children strapped them around their waists. People on the pier could see a woman frantically struggling with two men to leap over the side of the boat into the water. The men finally succeeded in calming her and hustling her away from the rail.

The captain of the Perseus sent the members of the crew among the passengers to calm them, and assured them there was absolutely no danger of the boat sinking. After ten minutes of hard work the crew succeeded in allaying the fears of the passengers. One woman passenger on the Perseus fainted.

After the collision the Bergen backed off to the middle of the river. The front of the ferryboat was covered with fragments of timber from the Coney Island boat. It took three or four minutes to clear away the debris. After the dock was cleared the ferryboat proceeded to her slip, and her passengers, who were also badly scared, disembarked.

The Perseus drifted around the river for some time, as only one of her paddle wheels was in operation. Finally the pilot managed to turn the boat so that he could drift to the pier. When the boat tied up, the passengers tried to disembark at once. The gangplank became jammed and four policemen had a hard time straightening things out.

The Perseus was too badly injured to proceed to Coney Island, and all the passengers were invited to wait for the next boat at 2:30 P. M. Most of the people wanted their money back and a small sized riot took place on the pier when the ticket seller refused to refund money to anybody. The ticket seller was finally obliged to close his office.

The sound of the collision could be heard blocks away and all of the surrounding piers became crowded with people. The people who had been waiting for the Perseus on the Twenty-second street pier had a full view of the accident and it made some of the women so nervous that they returned home without going to Coney Island.

The Bergen was uninjured except for a slight scraping and she kept running for the rest of the afternoon.

## DR. DARLINGTON WILL RECOVER.

## Physicians Find No Evidence of Internal Injuries.

MIDDLETOWN, N. Y., July 1.—Reports from the bedside of Dr. Thomas Darlington, president of the Board of Health of New York city, who was severely injured in a runaway accident at Otisville late on Saturday afternoon, are reassuring. Dr. Darlington is confined to his bed at the Bull House on the sanitarium estate. He has entirely recovered consciousness and, though he passed a bad night, has slept to-day. He is unable to move his body because of stiffness resulting from the cuts and bruises he received all over his body. His neck was badly wrenched and he is unable to move his head. He was examined to-day by Drs. Writter and Houser of Otisville for internal injuries, but none was discovered. The physicians believe that his recovery will be rapid and that he will be around in the course of a month.

Dr. Darlington's eighteen-year-old son, Nathan, while covered with cuts and bruises, persisted in getting up to-day and sitting by his father's bedside. It was at first believed he would be lame for life, but the physicians hope to prevent this. The negro coachman, the housekeeper and her young son will all recover from their injuries.

## THREE HURT IN CAR COLLISION.

## Motorman of Colliding Car Jumps Just in Time to Escape Harm.

Three persons were hurt last evening in a rear end trolley car collision in Bergenline avenue, West New York. Car 1224, crowded with passengers from "Little Coney Island," stopped at the foot of Twenty-first street, and the car behind, No. 926, crashed into it. Motorman Ellis Blake of the colliding car jumped a moment before the smash and landed on his feet unharmed. Those injured are:

Harry Barton, 25 years old, of 327 West street, West Hoboken, head cut and arm ripped open.

Annie Curry, 8 years old, of 1117 Willow avenue, Hoboken, nose broken, face lacerated and several teeth knocked out.

Mrs. Henry Fritz, 483 Central avenue, Jersey City, face and scalp cut.

The vestibules of the cars were badly damaged.

After all, Urban's the Scotch that made the big bang—Ade.

## NO SWING AROUND THE CIRCLE.

## The President Next Year Will Only Visit Michigan's Agricultural College.

WASHINGTON, July 1.—President Roosevelt will not swing around the circle next year, despite the announcement made to that effect some weeks ago. He told Representative S. W. Smith of Michigan yesterday that he would go to Lansing, Mich.; to speak before the students of the State Agricultural College at that place, and that would be his only visit on the proposed trip.

"I just want to make a speech to those young men," said the President. "I want to tell them to stick to the soil, stick to agriculture and remain away from the cities. Too many of our young men are flocking to the cities."

## HOTEL PHONE STILL 10 CENTS.

## Five Cent Rate in Operation at Other Pay Stations.

The reduction in telephone rates announced some time ago by the New York Telephone Company went into effect yesterday. At the pay stations in the drug stores and the like only 5 cents a call was charged, but in the large hotels and apartment houses, where they have private switchboards the old rate of 10 cents still obtained. At the Imperial Hotel it was said that there was no intention to reduce the rate.

"We cannot afford to reduce the rate to 5 cents," the operator said, "because of the heavy expense of running the system. It is different in drug stores, where they have no operators or private switchboards."

## STATUE OF GENERAL PORTER.

## Here of Malvern Hill Honored on Anniversary of Battle.

PORTSMOUTH, N. H., July 1.—A granite statue of Major-General Fitz-John Porter, the hero of Malvern Hill, was unveiled here to-day with appropriate exercises on the anniversary of the great battle which marked the culmination of the dark and bloody Peninsula campaign.

There was a parade of marines from the navy yard and civil and Spanish war veterans.

The statue is the gift of the G. A. R. Post of this city. The orator of the occasion was Gen. Alexander Stewart Webb of New York, who was a close friend of Gen. Porter.

## LIGHTNING MILE UNDERGROUND.

## Follows Rail Into Mine; Explodes Dynamite; Kills One; Hurts Two.

CENTRALIA, Pa., July 1.—While a terrific rain and electrical storm was in progress last night lightning struck a rail at the top of the Jephth Valley Company's Mead Valley colliery slope, and travelling a mile underground, exploded dynamite which blew James Mulvey, a miner, to pieces, injured two other workmen and killed two mules.

## ARMY OFFICER A SUICIDE.

## Lieutenant From New York Shoots Himself to Death at Manila.

Special Cable Dispatch to THE SUN. MANILA, July 1.—Lieut. Tallmadge H. Breerton of the Second Infantry committed suicide to-day by shooting himself in the head at the Army and Navy Club. It is believed that the act was committed while he was temporarily insane.

Lieut. Tallmadge H. Breerton was born in New York in 1878. He was appointed to the army from Connecticut as a Second Lieutenant on February 2, 1901, and served in the Sixth Infantry. On June 13 of the same year he was promoted to the grade of First Lieutenant and a month later transferred to the Twenty-fourth Infantry. On September 9, 1902, he was again transferred to the Second Infantry.

Before entering the Regular army, Lieut. Breerton served in the volunteers in the war with Spain. He was a private and was afterward made a corporal in Company M, Seventy-first New York Infantry. He served from May 10, 1898, to November 15, 1898.

## TORNADO NEAR TRENTON.

## Buildings on Interstate Fair Grounds Blown Down.

TRENTON, N. J., July 1.—Buildings on the Interstate Fair Grounds, near this city, valued at between \$25,000 and \$30,000, were completely demolished by a heavy wind-storm early this morning. They consisted of horse stalls and the exhibition structures, covering a total distance of about a quarter of a mile between the grand stand and the Pennsylvania Railroad tracks.

Trees were uprooted and fences overturned by the storm. In some instances large framed structures were picked up, bodily and dashed to pieces many feet from where they originally stood. In the swath cut by the storm only one building remains and that is so twisted as to seem in imminent danger of falling.

## MURDER PRISONER'S GUARD.

## Russian Political Convict Set Free in Streets of Petersburg.

Special Cable Dispatch to THE SUN. ST. PETERSBURG, July 1.—While a political prisoner of the name of Vinogradoff was being conducted by a gendarme to prison in a drosky yesterday two men drove rapidly past in a carriage and killed the gendarme with revolvers.

Vinogradoff leaped from the drosky and the trio quickly disappeared, undeterred by the crowd.

## AFTER ANOTHER ICE TRUST.

## Indianapolis Prosecutor Will Follow Methods Employed in Toledo.

INDIANAPOLIS, July 1.—Prosecutor Benedict returned to-day from Toledo, Ohio, where he spent several days studying the methods by which the ice trust of that city was broken up. With the assembling of the Grand Jury to-morrow he will lay before it a mass of testimony which he has gathered here regarding a trust formed by local ice manufacturers and dealers.

For five years ice has been selling here at 25 cents a hundred. Patrons have been notified that the price will be 40 cents for July.

## Drowning Man's Heroism.

WASHINGTON, July 1.—Realizing that he was dragging down his brother, who was attempting to save him, Herbert J. Callender fought himself away from his rescuer and was drowned at the public bathing beach to-day. The body was recovered. Callender was an expert swimmer. He was seized with a cramp and his brother, Burton H. Callender, had succeeded in getting him within fifty feet of the shore when the drowning occurred.

## AMERICANS DIE IN ENGLISH WRECK

## Passengers From the New York Killed on Late Train From Plymouth to London.

## MAYOR MCLELLAN SAFE.

## J. E. McDonald and C. F. McMeekin, Who Took His Train Compartment, Are Killed.

## Lateness of the Steamer in Arriving at Plymouth Saved Many Who Had Planned to Go to London on the Fated Train.

—Mrs. McClellan Persuaded Mayor to Take Longer Route and His Acceptance of Her Plea Saves His Life—Excessive Speed, to Beat Rival Road's Time for the Distance, Blamed for the Disaster—Train, Running at 74 Miles an Hour, Jumps Switch, Hits Milk Train and Then Bridge Girders, Tearing Passenger Coaches to Pieces—F. H. Cossett, Princeton Graduate, and His Bride on Their Honeymoon—He Is Killed.

## Special Cable Dispatch to THE SUN.

LONDON, July 1.—Passengers who arrived at Plymouth late last night on the American Line steamer New York, which left New York on June 23, and started for London on a midnight steamer train were the victims of one of the most deadly disasters in English railway history at Salisbury two hours later, when the locomotive jumped the rails and dashed first into a milk train on a siding and then against the girders of a bridge. The whole train was demolished.

Out of forty-two passengers twenty-three were killed and nine injured. Four railway employees are among the dead.

Owing to the late hour at which the steamer arrived at Plymouth Mayor George B. McClellan of New York, who, with his wife, was a passenger, continued the voyage to Southampton and landing there arrived in London safely shortly before 3 o'clock. Mrs. McClellan continued on from Cherbourg for Paris.

## STEAMER'S DELAY SAVES MANY.

The New York, with a full passenger list, had had a rather slow voyage. She should have arrived at Plymouth in the middle of Saturday afternoon. In that case all the London bound passengers would, according to custom, have landed at that port. They had the option, however, of continuing the voyage to Southampton and Cherbourg, as Mr. and Mrs. Longworth did in similar circumstances a month ago.

A majority of the passengers decided yesterday, when it became evident that the lateness of the steamer's arrival would necessitate a long night journey, to stick to the ship and make a more comfortable daylight trip from Southampton to Cherbourg. Each passenger in making this apparently unimportant choice literally decided the question of life or death.

Mayor McClellan was one of the last to choose the Southampton route. He had decided to go to London by the quickest way, and it was only at the last moment that he yielded to the persuasion of his wife to remain with her.

## MANY AMERICANS KILLED.

The list of dead includes many Americans. They are:

BARWICK, WALTER, K. C., Toronto.  
CASBIE, LOUIS, Trumbull, Conn., publisher of *Casbie's Magazine*, New York.  
CORRIE, FREDERICK HENRY, Princeton, Pa., married just before the New York sailed to Justice Dugro's daughter, Antonia, who was with him and escaped unhurt.

ELPHICK, Mrs. C. W., Chicago.  
GOEPFINGER, LOUIS (second cabin).  
HARDING, DUDLEY P.  
HITCHCOCK, Mrs. L. N.  
HOWISON, Mrs. MARY F., New York.

KELLER, JULES (second cabin).  
KING, the Rev. E. L., of Toronto.  
KOCH, FRANK W., Allentown, Pa., dry goods merchant and banker.

MC DONALD, JOHN E., New York, telephone company promoter and horseman.  
MC MEKIN, C. F., Lexington, Ky., horseman.

PIRON, C. A., Toronto.

SMITH, MISS ELEANOR, Dayton, Ohio.  
SMITH, GEORGE, Dayton, Ohio.  
SMITH, Mrs. WALTER W., Dayton, Ohio.

SENTLE, CHARLES E., Brooklyn.  
SENTLE, Mrs. EDWARD W., Brooklyn.  
SENTLE, Miss BLANCH M., Brooklyn.

SENTLE, Miss GERTRUDE M., Brooklyn.  
THOMPSON, W. H., (second cabin).  
WAITE, Mrs. LILLIAN HURD.

INJURED.

ALLEN, G. H. V.  
CATCHER, R. S.  
ELPHICK, Miss.  
GRISWOLD, Miss T. S., New York.

HITCHCOCK, Miss M., New York.  
KOCH, Mrs. FRANK E., Allentown, Pa.  
KOCH, Miss ANNA E., Allentown, Pa.  
RAK, Miss M.

SENTLE, EDWARD W., Brooklyn.

The engineer and fireman of the boat train and a guard named Connors were killed, a fireman named Chick died of his injuries, and Walter Passmore, a railway employee, was hurt.

## FATED PASSENGERS QUIT THE SHIP.

It was a comparatively small company who bade their fellow passengers good-by when the tender went alongside the New York inside the Plymouth breakwater.

About an hour was occupied in the customs inspection and preparations for departure on the wharf at Devonport, and the train pulled out just after 11 o'clock.

It is customary to run these boat specials at an average speed of fifty miles an hour for the whole distance of 230 miles to London, and the engineer, with a clear track before him last night, put his locomotive to its best pace from the start. He had a light train of only three passenger coaches and a baggage van.

He reached Salisbury, eighty-five miles from London, at just 2 o'clock. The signals were set at safety, and the train dashed through the covered station at a speed reported to have been no less than seventy miles an hour.

## LOCOMOTIVE JUMPS THE TRACK.

Nobody is able to explain what happened next. Just at the eastern exit of the station the locomotive leaped the rails. To the left a milk train on an adjoining track was drawing slowly out in the same direction as the boat special, and the derailed engine dashed first into the guards' van at the rear of the milk train. This was demolished in a twinkling and the guard within was instantly killed.

Passing through this wreckage, the engine struck diagonally the heavy iron girders which hold up the bridge over the principal street of the town, over which the railroad passes. The glancing blow threw the great machine in a rebounding semi-circle against an engine standing on the opposite track, and both were reduced to a steam clouded wreck. The engineer and fireman of the second engine were scalded to death.

## PASSENGER COACH DEMOLISHED.

The first passenger coach also dashed against the girders, and its whole left side was torn out as though it was paper. In fact, the car was literally cut in two lengthwise, half of it falling in bits to the road below. One passenger was shot from the car twenty-five feet through the bridge, landing dead and terribly mangled in the shrubbery.

There were several miraculous escapes among the occupants of this carriage.

The second coach swung to the right, shot over the other and landed on top of the wreck of the two engines, where it collapsed like a house of cards. Its passengers were all jammed in the centre in an awful mass, and here most of the fatalities occurred.

The third coach dashed into the general wreck, but it was not entirely destroyed, and three or four of its occupants escaped almost unhurt.

The last car contained the baggage and kitchen compartments and carried six waiters besides the conductor. The latter applied the air brakes the moment the first shock was felt and the effect was sufficient to keep the last wheels of this car on the rails.

## VICTIMS IMPRISONED IN THE WRECK.

The scene for a few moments was one of indescribable horror. Most of the dead and injured were imprisoned in the general wreck, which formed a great heap thirty feet high. The first danger was from fire, and within five minutes flames became visible at the bottom of the awful pile, where the fires of the two locomotives were mixed with the general debris.

It was fortunate that the scene of the accident was within easy reach of means to combat this danger, otherwise the dead and living alike would have been consumed in a funeral pyre.

Rescue was at hand with remarkable promptitude. The Salisbury fire apparatus and a considerable force of railway employees were on the spot within ten minutes and the incipient blaze was quickly drowned out.

## WAITED FOR RESCUE FOUR HOURS.

Then came the more difficult task of rescuing those who were still alive. It was terribly slow work.

Mr. Sentle, one of the sufferers, who was deep in the almost inextricable mass, was not dragged out until after four hours of frantic struggle with the twisted bars and broken timbers. His wife, son and two daughters lay dead near him. He was conscious most of the time and the rescuers were near enough to give him water before they were able to drag off the last obstacles. When he was finally released he was unconscious.

He was at once removed to a hospital, where he lies in a very critical condition.

## INJURED TOO DAZED TO TALK.

The others, dead and living, were quickly cared for. The dead were laid out in the waiting room of the station.

A strong force of local medical men were promptly on the ground. They